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MINUTE OF COUNCIL

—OF—

British Columbia Board of Trade

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*CHINA-JAPAN MAIL STEAM-
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*Minute of Council of British Columbia Board of Trade,
re. China-Japan Mail Steamship Service :*

The British Columbia Board of Trade fully confirm the points set forth in their Petition to the Right Hon. The Chancellor of the Exchequer, dated 26th August, 1887, copy of which is attached hereto.

Battery "C" referred to in Clause 3 has since been established.

As an addition to Clause 4, the Board would point out that the Port of Victoria holds 5th position in the Dominion in regard to its Imports, Exports and Revenue.

In confirmation of Clauses 8 and 9 it may be stated that Sir Arthur Blackwood, of the General Post Office Department, has had, by a personal visit to this Province, ample opportunities of testing the accuracy of the statements therein contained.

The Board would further point out as follows, viz :

1. That Steamers calling at Victoria on outward passage could secure the Mails, of at least 24 hours later date than can be dispatched under existing circumstances, from the Naval Authorities at Esquimalt and Commercial Correspondence from Victoria and other points in Vancouver Island. Also 10 hours later Cable and Telegraphic advices from all parts of the world.

2. That notwithstanding it has been urged that there would be of necessity some delay occasioned by the Steamers calling at Victoria, such delay would be but brief—certainly not more than a few hours. In the opinion of the Board, the importance of Victoria as a commercial centre and the Capital of the Province, and of Esquimalt as Headquarters of H. M.'s Navy in the Pacific, should certainly constitute sufficient reasons for this port not being ignored by any Steamship line receiving an Imperial Subsidy.

3. That a large number of incoming passengers, destined for Victoria, travelling by this route, are put to great inconvenience and delay by reason of their being carried past their destination and then transferred at Vancouver to coasting Steamers by which they are returned to Victoria. Outgoing passengers from Victoria are compelled to proceed by coasting Steamer to Vancouver and there embark on the China-Japan Steamers in lieu of being permitted to join the vessels here. The Steamers in question pass within a mile of the Port of Victoria.

4. Every needful facility in the way of wharf accommodation exists and vessels calling can procure quick dispatch. Should it be made a condition of the Mail Contract that the Steamers shall call here outwards and inwards, all necessary dockage accommodation will be guaranteed and under no circumstances will communication by tug be considered a sufficient substitute.

Victoria, B. C., 6th December, 1888.

W. MONTEITH, Secretary.

ROBT. WARD, President.

(COPY.)

Re. China and Japan Mail Steamship Line.

LETTER FROM THE BRITISH COLUMBIA BOARD OF TRADE TO THE RIGHT HON. THE SECRETARY OF STATE FOR THE COLONIES.

VICTORIA, 20th August, 1887.

SIR:—By direction of the President and Council of the British Columbia Board of Trade, I have the honor to transmit under separate cover, a Petition addressed by the members of the Board to the Right Hon. the Chancellor of the Exchequer, in reference to the subsidizing of a line of Mail Steamers between this Province and China and Japan, and the Board respectfully requests that you may be pleased to direct that the Petition in question be duly forwarded to its destination.

I have the honor, &c., &c.,

(Signed), W. MONTEITH, Secretary.

TO THE RIGHT HON. SIR HENRY HOLLAND,
Secretary of State for the Colonies,
London, S. W.

To the Right Honorable George Joachim Goschen, Chancellor of the Exchequer, Etc., Etc.

The Petition of the British Columbia Board of Trade of Victoria, British Columbia, one of the Provinces of the Dominion of Canada, having special reference to the application of the Canadian Pacific Railway Company for a Subsidy from the Imperial Government for a line of Steamships from Vancouver, the Terminus of the Canadian Pacific Railway, to China and Japan.

HUMBLY SHEWETH:

1. That the Town of Vancouver is not situated on Vancouver Island as the name would indicate, but on the Mainland of British Columbia, and is separated from Vancouver Island by the Gulf of Georgia, about fifteen miles in width.
2. That Victoria, the Capital of British Columbia, is situated on Vancouver Island, and with the Harbor of Esquimalt, which adjoins and forms part of the Port of Victoria, is the first Port on British Territory inside the Straits of San Juan de Fuca.
3. That Esquimalt is the Naval Station for Her Majesty's Fleet on the North Pacific, the site of the recently completed Graving Dock and the proposed Government Fortification, and in the immediate vicinity of where Battery "C" is to be stationed by the Dominion Government.
4. That Victoria since the first settlement of the country has been, and still is, the principal commercial centre for the whole of British Columbia, having regular communication with all other parts of the Province and daily communication by Steamer with Vancouver and the United States of America.
5. That the direct commercial relations of Victoria with Great Britain constitute a very large proportion of the commerce of that Port both in imports and exports.
6. That the Port of Victoria is still deeply interested in continuing its direct commercial relations with Great Britain, and, as the carrying trade to and from Great Britain is principally *via* Cape Horn, it would appear to be antagonistic to the interests of the Canadian Pacific Railway Company that this connection should continue. For this and other similar reasons the Canadian Pacific Railway Company have shown a desire to ignore this Port.
7. That the Canadian Pacific Railway Company since establishing this line of Steamers have so far refused to acknowledge the just claims of this Port and Esquimalt, by declining to allow the said Steamers to call at this Port to land and receive mails and passengers.
8. That the contention of the Railway Company that the transcontinental mails would be seriously delayed by the Steamer calling at this Port is not correct, as the daily Steamer from Victoria makes close connections with the daily trains from Vancouver, and any mails arriving after the departure of the daily train are held for the following day.
9. That if the mails were landed at Victoria, those for the Naval authorities and local districts would be distributed twenty-four hours earlier, and transcontinental mails would be forwarded by first daily Steamer from Victoria, to connect with the first daily train from Vancouver, which would cause no detention whatever in their delivery at destination.
10. That the delay of the Steamers and expenses of calling at Victoria would be inconsiderable as the Steamers pass within a short distance (not exceeding one mile) from the Port.

YOUR PETITIONERS THEREFORE HUMBLY PRAY :

That before granting any subsidy to the line of Steamers referred to, the Imperial Government will be pleased to make it a condition in the contract that the Steamers shall call at Victoria both on the inward and outward passage to land and receive mails, passengers and freight.

And your Petitioners as in duty bound will ever pray, &c.

Signed on behalf of the members of the Board of Trade of British Columbia, this 26th day of August, A. D. 1887.

ROBT. WARD, President.
W. MONTEITH, Secretary.

LETTER FROM SECRETARY TO GOVERNOR-GENERAL TO BRITISH COLUMBIA BOARD OF TRADE, 11TH OCTOBER, 1887.

OTTAWA, 11th October, 1887.

SIR:—I am directed by his Excellency the Governor-General to forward to you the accompanying copy of a despatch addressed to him by the Secretary of State for the Colonies, in reference to a Petition from the members of the British Columbia Board of Trade on the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

The Petition, as you will learn from the despatch, has been duly forwarded to the Chancellor of the Exchequer.

I have the honor, &c., &c.,

THE SECRETARY, B. C. Board of Trade.

(Signed), HENRY STREATFIELD,
Gov.-General's Secretary.

(COPY.)

SIR HENRY HOLLAND TO THE MARQUESS OF LANSDOWNE.

DOWNING STREET, 22nd September, 1887.

MY LORD:—I have the honor to inform you that I have received from the British Columbia Board of Trade a letter dated Victoria 26th of August, 1887, enclosing a Petition addressed by the members of the Board to the Chancellor of the Exchequer upon the subject of the question of subsidizing a line of Mail Steamers between British Columbia, China and Japan.

I request that you will inform the Secretary of the British Columbia Board of Trade that this Petition has been duly forwarded to the Chancellor of the Exchequer.

I have, &c.,

(Signed), H. T. HOLLAND.